

VESSEL IN PERILOUS POSITION

STORMY SEA IS RISING

INCREASINGLY HEAVY WEATHER THREATENS THE STEAMSHIP MANCHURIA AND HER POSITION APPEARS TO BE ONE OF CONSIDERABLE DANGER.—THE LOG OF THE VESSEL TELLS THE STORY OF HER GOING AGROUND.

The Manchuria is believed to be in a perilous position. Notwithstanding she is somewhat protected by Rabbit and Goat Islands. The wind is rising and the sea is getting very high.

She went on the reef at high tide. She went on with much force and was carried well up on the reef. She has only 2600 tons of freight. Under these circumstances and with the wind from the north and almost astern, tending to drive her farther and farther on the reef, there seems little or no hope of pulling her off, without discharging her cargo, and that under existing conditions is a difficult if not a dangerous thing to do.

The tug Fearless and the Revenue Cutter Manning both have lines to the vessel holding her, or attempting to hold her from going further on the reef. The Manchuria has aboard 2600 tons of freight. She has 185 cabin passengers and 800 Asiatics.

The cabin passengers are being landed by the steamer J. A. Cummins which is bringing them to the Waimanalo landing. This in itself is no easy task on account of the high wind and sea, and the long detour the Cummins has to make to get from the Manchuria through the reef and to the Waimanalo landing.

THE LOG OF THE DISASTER

The Manchuria is about a mile from the Waimanalo landing. There is no means of communicating with her from the shore except by Japanese sampan or the ship's own boats. The Cummins, in bringing the passengers from the vessel to the Waimanalo landing has to make a long detour of several miles.

The representative of The Star, who was the first person to arrive at the scene by land from Honolulu, was able during the forenoon to go out to the steamship in a Japanese sampan, an exceedingly hazardous undertaking and secured a copy of the log of the steamship covering the time immediately preceding and following the accident. This is as follows:

IN A RAIN SQUALL

The Manchuria went ashore near Waimanalo this morning in a heavy rain squall. She is broadside to the land almost between Rabbit Island and the shore, and protected somewhat from the force of the ocean by Rabbit Island on her port side and Goat Island, a smaller islet, on her port bow. She is at a point where her stern can be seen from the Waimanalo mill, and she is almost off shore from Waimanalo landing, with the reef in between.

Definite details of the Manchuria's accident and her plight were received at 10:30 this morning from The Star's representative, who went to the scene early this morning in an automobile. The story of the disaster was as follows:

"The Manchuria went ashore at about four this morning, during a heavy southerly rain squall. Captain Saunders mistook another point of land for Makapuu Point and hence was thrown off his course. Shortly before the vessel struck he saw land dead ahead. The engines were at once reversed and ordered full speed astern, but it was too late, and the big vessel struck land with considerable force.

"The Manchuria is lying broadside to the mainland, and is aground along all her length, from bow to stern.

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Manchuria Passengers

The following is the passenger list of father and wife, Mrs. C. S. Boyden, Mrs. the Manchuria for Honolulu: W. B. Raiting, S. B. Dushar, Genevieve Dowsett, Miss Juanita Hardway, Mrs. H. James and daughter, C. G. Livingston, W. W. Mines, Miss M. G. O'Brien, W. T. Cofe and wife, S. L. Shaw and wife, W. L. Steinweg and wife, S. H. W. Von Horn, F. M. Becktel, Carlos Lamila, A. C. Mason and wife, T. Sirro, J. S. Stone and wife, Rev. H. Popping and wife, Dr. P. W. Post, J. Rosenberg and son.

FOUR STEAMERS ARE TOWING

At half past three this afternoon a general effort to pull the Manchuria off was begun by all the available steamers on the scene. The Fearless, Kinau, Manning and Maui all put lines aboard and began a general tow, pulling from the stern all together. The outlook for moving her was not regarded as very good.

During the transfer and landing of the passengers there was a slight panic vessel.

ON A SANDY BOTTOM

"At the time when she went ashore, the steamer was drawing 25 feet of water forward and 27 feet aft. Soundings taken after she struck show 20 feet of water forward and 25 1/2 aft, indicating that she has buried her keel several feet in the bottom. The fact that she is not making any water is taken as showing that she hit a soft bottom, instead of striking any rock. She has not made any water since she struck, which indicates that so far little damage has been done.

"There are 200 cabin passengers on board, and 800 Asiatics. The 200 cabin passengers are being transferred to the J. A. Cummins, to be put ashore at Waimanalo and brought over the Pali to Honolulu in automobiles. The Asiatics are to be taken to Honolulu by the Inter-Island steamer Kinau or Maui.

"At ten minutes past nine this morning the Fearless put a line aboard and began pulling on the big steamer. So far there has not been any appreciable result. Other island steamers are preparing to give aid.

"The Manchuria lies between Rabbit Island and the mainland, directly off Waimanalo plantation. A strong north wind is blowing. She has gone farther inshore since she first struck."

SAME MISTAKE BEFORE

The possibility of just such accidents as that of the Manchuria has often been discussed here, in view of the many long coast lines where there are no lighthouses. Steamers are expected to end their two-thousand-mile journey by striking in just the right spot by their own reckoning, when they come from the coast, for there is no light to warn them after Molokai until they round Diamond Head, and if for any reason they get off the course, they are likely to do just what the Manchuria did; on dark nights. Any unusual currents, such as may have existed in view of the recent marine disturbances here, attributed to the South American earthquake, might cause such accidents.

In this connection the story of an escape by an Australian steamer is recalled. On a trip about two years ago, from the Colonies, she arrived at night during a heavy southerly storm, and steamed clean through the channel between Oahu and Kauai, fetching up in the morning beyond this island. She came around Diamond Head in the morning as if she had come from the coast instead of the Colonies. The coast of this island was dark and unlit and the vessel would have met a terrible disaster in the storm had she struck some of the reefs between here and Barbers' Point.

The Australia once had an experience which might have resulted in just such an accident as that of the Manchuria. Arriving here early one morning she found herself approaching the shore at Heeia, which is farther out of the proper course than the place where the Manchuria struck land this morning. In some way the Australia had left her course, and had she not arrived in daylight, so that her officers sighted the land in time she would have struck.

Great interest is displayed about town this morning by all regarding the going aground of the S. S. Manchuria off Waimanalo. Business is nearly suspended in many quarters of the town all intent to obtain the latest news from the distressed steamer.

Many ships in the harbor left this morning for the scene of the disaster. The tug Fearless was the first to go, she getting away shortly after the news reached here that the liner had gone ashore. On board of the Fearless was Mr. Klebahn, head of the shipping department of H. Hackfeld & Co., who are the local agents of the Pacific Mail Steamship Company. Following the Fearless the J. A. Cummins got away and took with her many local people.

STEAMERS TO THE RESCUE

The Inter-Island Steam Navigation Company was next to send out a boat. The S. S. Maui was despatched to the scene with orders to bring in the passengers and the mail unless the master of the Manchuria should need her assistance in getting off of the rocks.

The U. S. S. Manning, the tug Rover, and the Eleu all left early for the place where the Manchuria is stranded.

It was decided at first to send the Kinau to the scene but she had first to be coaled and it is at present not known whether she will go or not. If it is thought necessary she will be sent to sea at once.

Many people were along the waterfront this morning trying to obtain a way to get to the scene of the accident. This was made extremely difficult, however, as none of the boats going out would carry passengers. A number of the local people went overland to Waimanalo.

(Continued on page five)

CHILE RESUMING BUSINESS

(Associated Press Cable to The Star.)

SANTIAGO-DE-CHILE, August 20.—Business at this place is resuming its former activity. No definite news has been received from Valparaiso.

WANT THREE DAYS TO CONSIDER. SAN FRANCISCO, August 20.—The car men of this city are asking for three days to consider the company's proposition. The company is preparing to face a strike by the men.

ANOTHER EARTHQUAKE. FORT DE FRANCE, August 20.—Martinique has been visited by an earthquake. No damage was done.

WILL USE NAVY. WASHINGTON, August 20.—Rosen has informed the Secretary of State that Russia will use her navy to prevent the importation of explosives.

FOREST FIRES. DULUTH, August 20.—Forest fires on the Mesoma and Vermillion ranges threaten the loss of a million dollars to property in various towns and at different mines.

DRAGOONS KILL MANY. USOVKA, August 20.—The Russian Dragoons in dispersing a meeting at this place wounded and killed many miners.

ARRANGEMENTS FOR PASSENGERS

The cabin passengers will be taken by the Waimanalo railroad to the point on the road nearest Honolulu and from there will be taken to Honolulu by automobile and other conveyance.

The steamer's agents have engaged every conveyance in town for this purpose.

The first of the cabin passengers were landed at Waimanalo about 1 o'clock.

George P. Thilen is one of the Honolulu passengers aboard the steamship.

When the vessel struck there was very little impact felt. There was no panic or confusion among the cabin passengers. They came up on deck and saw the cliffs right in front of them.

In the Asiatic steerage there was more alarm felt, though there was no panic there. Many of the Japanese rushed on deck and made for the life preservers. The cool action of the officers immediately restored order.

The mail and Asiatic passengers will be brought to Honolulu by the Maui. J. M. Dowsett of the Inter-Island Company is aboard the Manchuria making all arrangements.

Governor Carter arrived between twelve and one o'clock.

ON THE REEF FOR THREE MONTHS

The Tug Rover returned this afternoon from Waimanalo where she went early this morning to the aid of the Manchuria. Her officers report the Manchuria high and dry on the beach. She is said to be within the bar. They expressed themselves to the effect that the Manchuria would be lucky if she got off in three months.

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